

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1 - 19. (cancelled)

20. (currently amended) A system for generating accessory power from a gas turbine engine, said system comprising:

means for ~~monitoring~~ sensing torque change on a ~~rotor~~ drive shaft which is indicative of a power demand change;

a full authority digital engine control device;

means for supplying information about said ~~monitored~~ sensed torque change to said full authority digital engine control device;

means for supplying bleed air from said engine during a transient state in response to said ~~monitored~~ sensed torque change; and

a pneumatically operated means for receiving said bleed air and for generating shaft power to operate equipment onboard an aircraft and to reduce demand for shaft power from said drive shaft, thereby increasing stall margin available to a high pressure compressor of said engine.

21 - 22. (cancelled)

23. (previously presented) A system according to claim 20, wherein said bleed air supply means comprises a control valve which is opened or modulated by a signal from said electronic engine control device.

24. (original) A system according to claim 23, wherein said control valve in an open position allows bleed air from a high pressure compressor of said engine to flow to said pneumatically operated means.

25. (previously presented) A system according to claim 23, further comprising a feedback loop for transmitting a signal to said full authority digital engine control device representative of control valve position.

26. (original) A system according to claim 20, wherein said pneumatically operated means comprises a pneumatically integrated generator for supplying electrical power to operate at least one accessory selected from the group consisting of a generator, a starter/generator, a fuel pump, a deoiler, a PMA, a lube pump, and a hydraulic pump.

27. (original) A system according to claim 20, wherein said pneumatically operated means comprises a pneumatically integrated generator for supplying mechanical power to a gearbox for operating at least one accessory selected from the group consisting of a generator, a starter/generator, a fuel pump, a deoiler, a PMA, a lube pump, and a hydraulic pump.

28. (original) A system according to claim 20, wherein said pneumatically operated means comprises an air turbine mounted on a gearbox for providing mechanical shaft power to said gearbox

for operating at least one accessory selected from the group consisting of a generator, a starter/generator, a fuel pump, a deoiler, a PMA, a lube pump, and a hydraulic pump.

29. (original) A system according to claim 20, wherein said pneumatically operated means comprises an air turbine connected to a gearbox shaft by a shaft and gear arrangement, said air turbine providing mechanical shaft power to said gearbox for operating at least one accessory selected from the group consisting of a starter/generator, a fuel pump, a deoiler, a PMA, a lube pump, and a hydraulic pump.

30. (original) A system according to claim 20, wherein said pneumatically operated means comprises an air turbine connected to a gearbox and further comprising a generator attached to said gearbox and being driven by said air turbine.

31. (original) A system according to claim 20, wherein said pneumatically operated means comprises an air turbine and further comprising a generator driven by said air turbine for supplying power to at least one system onboard an aircraft.

32. (cancelled)

33. (new) The system of claim 20, wherein said drive shaft is a rotor drive shaft.

34. (new) A system for generating accessory power from a gas turbine engine, said system comprising:

a sensor for sensing torque change on a drive shaft which is indicative of a power demand change;

a full authority digital engine control device;

means for supplying a signal indicative of said sensed torque change from said sensor to said full authority digital engine control device;

means for supplying bleed air from said engine during a transient state in response to said sensed torque change; and

a pneumatically operated means for receiving said bleed air and for generating shaft power to operate equipment onboard an aircraft and to reduce demand for shaft power from said drive shaft, thereby increasing stall margin available to a high pressure compressor of said engine.